

R E P O R T.

BALTIMORE & OHIO RAIL ROAD OFFICE.

Baltimore, January 26th, 1850.

SIR:—The following order has been received by the President of this company from the clerk of the House of Delegates, under date of January 22nd instant.

“Ordered, That the President of the Baltimore and Ohio Rail Road company, report to this House, at as early a day as practicable, whether persons arriving from Wheeling or Pittsburg at Cumberland, having a through ticket pay the same fare from the latter place to Baltimore, as persons starting from Cumberland pay. If not, the reasons why the charges are not uniform. And whether any agreement exists between said company (so far as it regards passengers) and the Good Intent and Old Line Stage companies, and what that agreement is.”

In the absence of the President and after a delay caused by my own absence, I have the honor to reply as follows:

The regular passenger fare, in the mail train between Cumberland and Baltimore is seven dollars, and all persons buying tickets at Cumberland for Baltimore pay that price, being at the regular rate of 4 cents per mile.

An agreement exists between this company and the “Good Intent” and the “National Road Stage companies” by which those companies were induced to invest their large capital for a temporary period and maintain regular lines over the mountains; one of the provisions of which is, that the fare through between Baltimore and Wheeling, shall be eleven dollars, and between Baltimore and Pittsburg ten dollars, except when navigation is closed in the winter, and then one dollar is to be added in each case.

Of this through fare, in the settlements of accounts, this company accepts five dollars, as their share for the passage between Baltimore and Cumberland.

It will be perceived that this price is not the same as is charged to those who do not take *through* tickets between this city and the Ohio river.

The reasons which seem to justify this company in making the sacrifice of two dollars from their regular fare and that without a low rate of fare to and from Pittsburg and Wheeling, the travel would be wholly diverted from this route to other and competing routes, and this company would be foiled in their main purpose of